



HOLDEN PIAZZA

by Geringino

PURE PLEASURE

Holden Piazza. The name says it all.

Italian style, excitement, designed by Giorgetto Giugiaro of Italy, who arguably has designed more mobile masterpieces than anyone alive.

Piazza is fully imported, in limited numbers, and unusual in more ways than one. This smooth projectile is a real 2 + 2, with twin contoured seats front and rear, for four adults.



The driver's seat alone is a miracle: you can adjust it fore-and-aft, set the tilt of the seat cushion, the rake of the back, adjust the lumbar support, the side bolsters and the height of the head restraint.

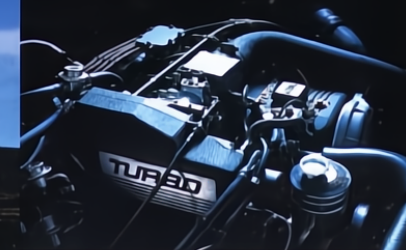
And when you've settled in the seat, you behold an eye-filling array: 5-speed overdrive manual or optional 4-speed auto, stunning electronic digital instrumentation, cruise control with memory function, power everything – steering, windows, door locks, and exterior mirrors, 4-speaker stereo cassette with 7-stage graphic equaliser, and complete climate control via a single lever that commands air-conditioning and heating.

Just sitting in it is pure pleasure. Driving it is a dimension beyond pleasure.



PURE ADRENALIN

Piazza. Even its Italian name quickens your pulse. But your adrenalin really flows when you turn the ignition key.



Ready and willing under that wedge-like bonnet is a 2 litre overhead camshaft powerhouse with alloy cylinder head, fired by electronic ignition, fuelled by Bosch L Jetronic injection, charged by an intercooled turbo.

A computer is in control of all vital functions, including turbo boost. While most turbos provide fixed boost pressure, Piazza is variable, according to the demands of your right foot. The moment you need 100% of available power, you get it.

And for the moment you need to stop, four big disc brakes are ready.

On a race circuit, Piazza could propel you through five silky gears, all the way up to 200km/h, with dazzling acceleration all the way.

Take a fast, sweeping curve and you discover this is no boulevard show-car. Precise power steering, race-bred double wishbone front suspension, gas shockers and a limited slip differential with manual transmission deliver handling the equal of anything else you're likely to have driven. Ever. A real adrenalin car.

PURE INSPIRATION

'Inspired' is one of the few adequate descriptions of Piazza. This grand tourer's shape is pure inspiration. Aerodynamics equate with aesthetics, in such ideas as doors that wrap over and conceal the rain gutters, and turbulence-reducers such as flush-fitting glass all round, flush door handles and even taillights.

The large single windscreen wiper with integrated washer jets, in addition to normal 3-speed plus intermittent operation, can be set for automatic road speed-sensitivity. The faster you go, the faster it goes.

The driver is confronted by no fewer than 20 warning and function lights, all of them easy to interpret. There's one even to tell you the headlight hoods are going up.



The list goes on: the steering column remembers the tilt setting you like; passenger assist handles retract; the map light swivels.

Piazza's inspired design extends to everything. The optional 4-speed automatic offers a torque converter clutch which in top gear eliminates the fuel-consuming slippage of normal autos.

Maybe the word isn't 'inspired'. Perhaps it's genius.



PURE TEMPTATION

Holden Piazza abounds with temptations. The prospect of owning a car that is exclusive. The vision of it standing, aloof and alive, in your driveway. The potential of its turbo performance.

And there's another: the sight of its splendid interior, with four tailored velour seats, cut-pile carpeting which extends up the doors, a binnacle of digital instruments flanked by steering column control pods within finger's length of your hands on the soft-grip wheel, and a score of other thoughtful, tasteful details.



All four occupants have their own storage compartment; there's a neat little recess for sunglasses in the front console; set low in each door are what the British call 'puddle lamps'; the main cabin light stays on for 10 seconds after you've shut the doors so there's no fumbling with the ignition key; the auto reverse cassette offers 4-way speaker balance control, in addition to Dolby, 10 pre-settings for radio AM/FM stations, and an automatic search facility which momentarily samples each station until you stop it on the one you like.

Need we go on?

By now you will have the idea.

Piazza is a penthouse of pleasure and performance. And you can't get anything higher than that.

PURE FUNCTION

1. Control pods on each side of Piazza's steering wheel are adjustable so they're within reach of your fingertips.
2. Advanced single wiper design ensures sweep of most of the huge area of windscreen glass. Features include 3-speeds, intermittent mode, plus a setting in which wipers automatically speed up as road speed increases.
3. Rear seat offers a 60/40 split; either or both sides fold forward to create huge luggage space. Hatch door features gas struts for light operation.
4. Piazza's brain – the computer which controls and monitors engine ignition, fuel injection and turbocharger boost.
5. One of Piazza's distinguishing marks – cast magnesium alloy wheels with low-profile, high-speed radial tyres.
6. Precise power-assisted rack and pinion steering is yours via a wheel with adjustable tilt and built-in memory for your preferred position.
7. High fidelity sound derives from this AM/FM stereo electronic-tune radio cassette system with 7-stage graphic equaliser and four speakers with four-way balance control.
8. You can completely personalise your driving seat by fore-and-aft adjustment, tilting seat cushion, raking the back, setting the lumbar and side-bolster supports and altering height of head restraint.
9. Four-position reclining rear seats make Piazza a real 2 + 2 grand tourer.
10. Among Piazza's wealth of storage spaces for passengers are these net pockets for maps and magazines.
11. The driver's door incorporates electric exterior mirror control, ashtray, cigarette lighter, power window control and storage compartment with lid.
12. Consistent with the levels of luxury elsewhere in the car, Piazza offers smoothly operating power windows.





HOLDEN PIAZZA – TECHNICAL DETAILS

ENGINE – 4 cylinder, turbocharged with

- Alloy head
- Overhead camshaft
- Bosch L Jetronic electronic fuel injection system
- Electronic ignition
- Engine Management System
- Computer-controlled turbo boost level
- Intercooling of air between turbo-charger and engine
- Water cooling of turbocharger bearings
- Oil cooler

BORE – 87mm

STROKE – 82mm

DISPLACEMENT – 1.994 litres

COMPRESSION RATIO – 8.2:1

POWER – 110kW @ 5400 rpm

TORQUE – 225 Nm @ 3000 rpm

TRANSMISSIONS –

4 speed automatic with fuel saving torque converter clutch and oil cooler.

5 speed manual:

Gear Ratios:

First	3.43:1
Second	1.86:1
Third	1.36:
Fourth	1.00:1.
Fifth	0.78:1

4 speed automatic:

Gear Ratios:

First	2.83:1
Second	1.49:1
Third	1.00:1
Fourth	0.69:1.

FINAL DRIVE – Rear wheel drive.

Ratio 3.91:1. Limited slip differential with manual transmission.

SUSPENSION – Front: Independent double wishbone with: Progressive rate coil springs, Gas pressure shock absorbers, Stabiliser bar.

Rear: Five-link system with: Progressive rate coil springs, Gas pressure shock absorbers, Stabiliser bar, soft ride anti-sway bar.

STEERING – Rack and pinion.

Variable power assist.

BRAKES – Power assisted. Four-wheel disc, ventilated at front.

FUEL – Unleaded petrol

FUEL TANK CAPACITY – 58 litres.

FUEL CONSUMPTION*–

Manual: City: 10.5 litres/100 km (27 mpg).

Highway: 7.8 litres/100 km (36 mpg).

Automatic: City: 11 litres/100 km (26 mpg).

Highway: 7.8 litres/100 km (36 mpg).

DIMENSIONS – Length 4310mm, Width 1655mm, Height 1300mm.

SEATING CAPACITY – 4

ESTIMATED KERB WEIGHT –

Manual 1286kg, Automatic 1299kg.

WHEELBASE – 2440mm.

TRACK – Front 1355mm, Rear 1380mm.

TURNING RADIUS – 4.8 metres.

WHEELS & TYRES – 6.0 JJ x 14 alloy wheels. 195/60 R14 85H steel belted radials.

ROUTINE SERVICE INTERVALS –

1000km, 5000km, then every 10000km.

* Fuel consumption figures based on AS2877 tests. These figures are provided to assist you in comparing the fuel consumption of Piazza with other vehicles. The actual fuel consumption you achieve will depend, however, on many factors including your driving habits, the prevailing conditions and your vehicle's equipment, condition and use.

GM-H 12 20 WARRANTY

Every Holden Piazza is covered by the GM-H New Vehicle Warranty which covers your vehicle for the first 12 months or 20,000 kilometres, whichever occurs first.

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